

Results

Crash Reductions (Using 3.75 Year Before and After Periods)

Total Crashes*:	75.0% Reduction	(From 24 crashes to 6 crashes)
Target Crashes**:	88.9% Reduction	(From 9 crashes to 1 crash)
Total Injury Crashes:	75.0% Reduction	(From 8 crashes to 2 crashes)
Target PDO Crashes:	75.0% Reduction	(From 16 crashes to 4 crashes)
AADT:	33.8% Increase	(From 6800 vehicles to 9100 vehicles)

The Treatment Location appears to have had a substantial decrease in both Total and Target Crashes from the before to the after period. The left turn lanes have provided a refuge for turning vehicles and allowed motorists to wait for sufficient gaps in traffic before proceeding. The SR 1136 realignment has eliminated the crash patterns that were occurring at its intersection with NC 62. Both countermeasures appear to have dramatically reduced the both the number and severity of crashes.

Location Photos Taken on March 9, 2006



For the complete project evaluation report and reports on other projects, please go to:
<http://www.ncdot.org/doh/preconstruct/traffic/Safety/ses/projects/completed.html>

North Carolina Department of Transportation
Traffic Engineering and Safety Systems Branch
Traffic Safety Systems Management Section
Safety Evaluation Group

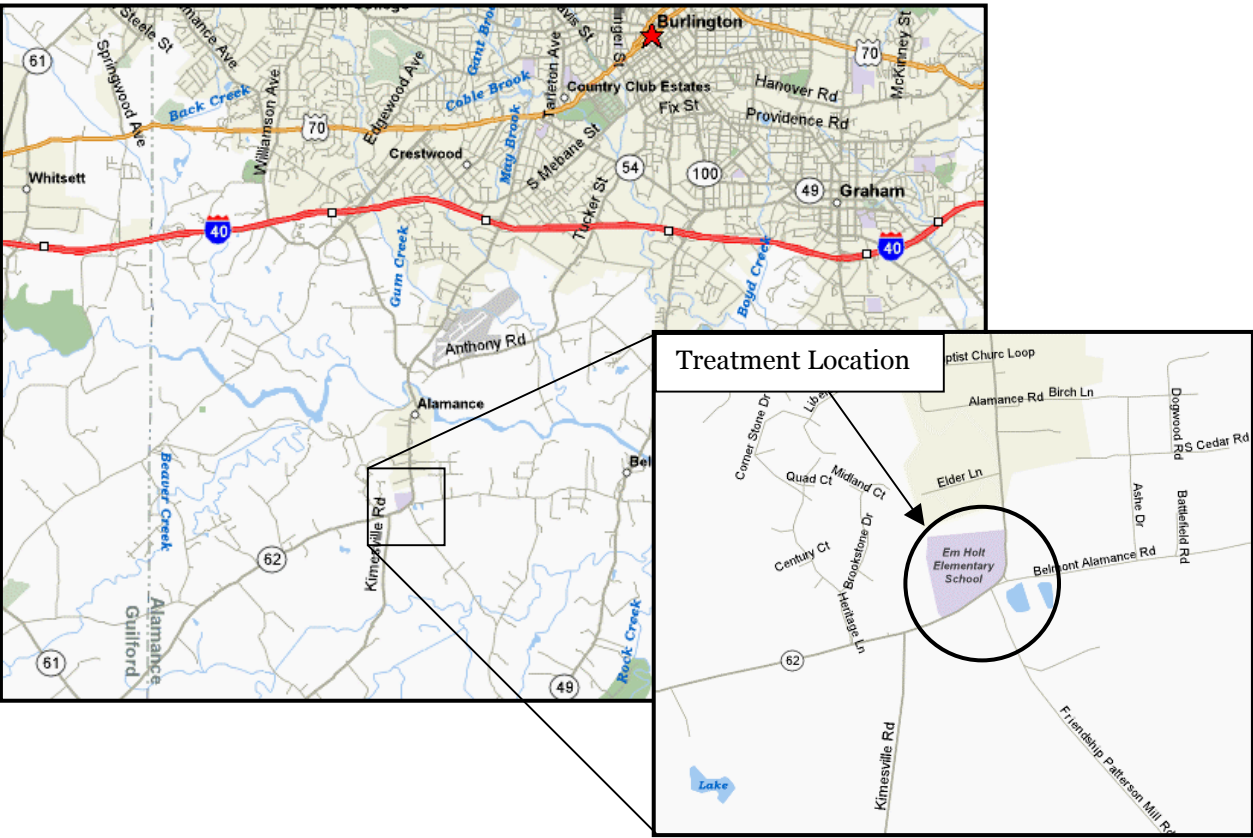
Evaluation of Spot Safety Project # 07-00-200

The Realignment of SR 1136 (Bellemont Rd-Alamance Rd) at its Intersection with NC 62
And the Installation of Left Turn Lanes on NC 62 at its Intersections with
SR 1136 (Bellemont Rd-Alamance Rd) and SR 1130 (Friendship-Patterson Mill Rd)
In Alamance County

The subject intersections are located south of Alamance, near Edwin M. Holt Elementary School. This location was originally recognized by Traffic Engineering staff as needing safety improvements because it had experienced nine Total Crashes in the three year time period between November 1, 1996 through October 31, 1999. Five of the nine crashes were deemed correctable by the improvements.

The safety countermeasures were intended to improve delay problems. It was felt that some of the correctable crashes occurred as a result of motorists on NC 62 feeling rushed to turn and choosing improper gaps. Other correctable crashes were the result of traffic on SR 1136 and SR 1130 entering the intersection at NC 62 with insufficient gaps in traffic.

This project was completed on November 3, 2001 at an estimated cost of \$200,000.

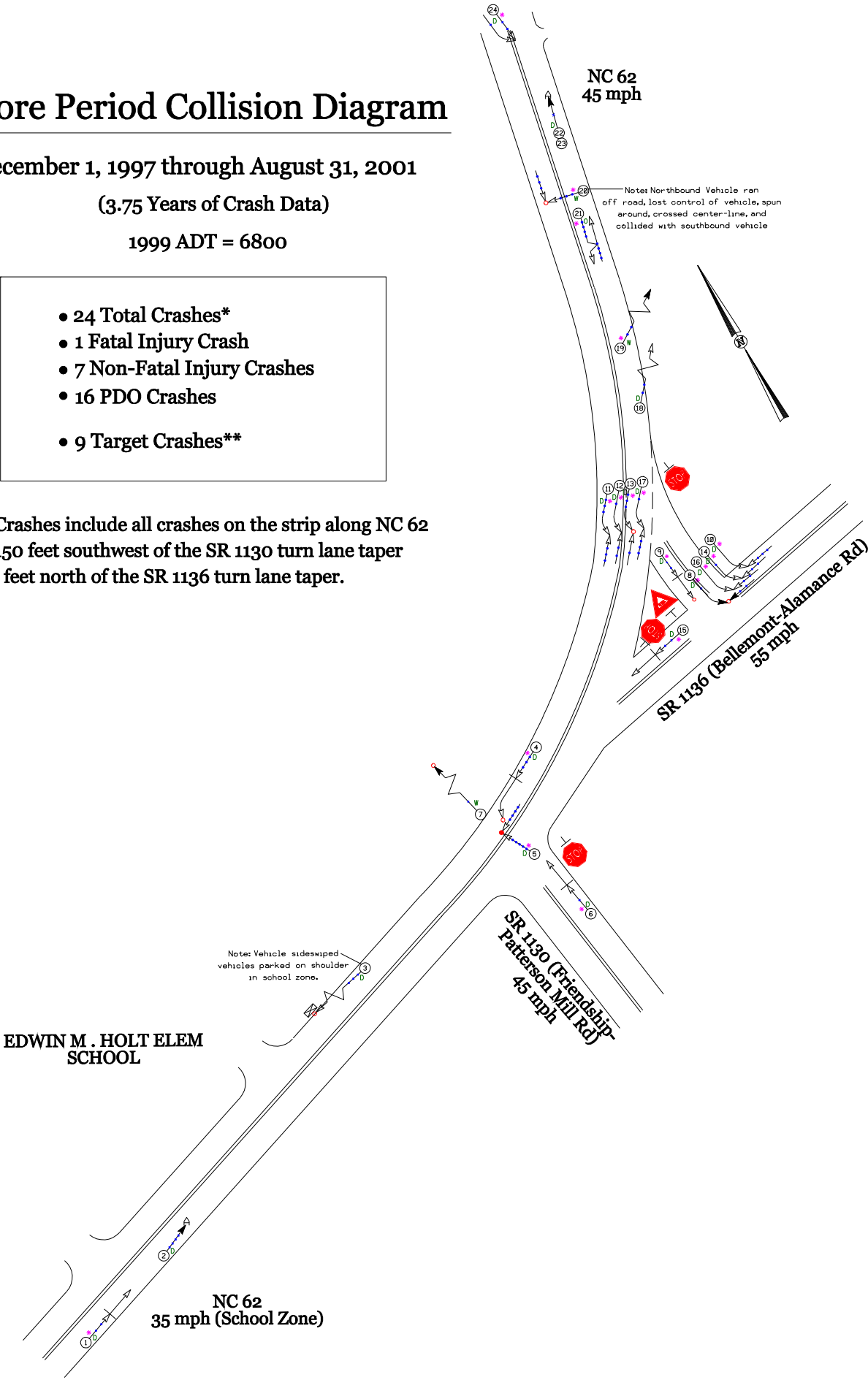


Before Period Collision Diagram

December 1, 1997 through August 31, 2001
(3.75 Years of Crash Data)
1999 ADT = 6800

- 24 Total Crashes*
- 1 Fatal Injury Crash
- 7 Non-Fatal Injury Crashes
- 16 PDO Crashes
- 9 Target Crashes**

* Total Crashes include all crashes on the strip along NC 62 from 150 feet southwest of the SR 1130 turn lane taper to 150 feet north of the SR 1136 turn lane taper.



After Period Collision Diagram

February 1, 2002 through October 31, 2005
(3.75 Years of Crash Data)
2003 ADT = 9100

- 6 Total Crashes*
- No Fatal Injury Crashes
- 2 Non-Fatal Injury Crashes
- 4 PDO Crashes
- 1 Target Crash**

** Target Crashes are deemed correctable by the treatment.
For this evaluation, Target Crashes include:
Left Turn-Same Roadway Crashes,
Rear End Crashes (on NC 62 at SR 1136 or SR 1130), and
Left Turn Different Roadway Crashes(Involving a Left Turn from NC 62)

